AGENDA

Meeting Type:	W
Date:	02/01/1993
SUBJECT	

City of Charlotte, City Clerk's Office

EXECUTIVE SESSION MOTION

I move that the City Council hold an executive session after this meeting for the purpose of conferring with the City Attorney about the Lonon lawsuit and the Boyter claim as permitted by the State Open Meetings law

MAYOR AND CITY COUNCIL
WORKSHOP AGENDA
February 1, 1993

5:00 pm	FY94 Capital Improvement Program
5:30 pm	Dinner
5:45 pm	Transit Funding
6:30 pm	Regional Representatives on Airport Advisory Committee
6:45 pm	Executive Session

COUNCIL WORKSHOP
AGENDA ITEM SUMMARY

TOPIC: FY94-98 Capital Improvement Program

KEY POINTS (Issues, Cost, Change in Policy):

OPTIONS:

COUNCIL DECISION OR DIRECTION REQUESTED:

No decisions are requested at this time
The CIP will be referred to the Public Services Committee for review.

ATTACHMENTS:

A CIP booklet will be distributed at the Workshop.

COUNCIL WORKSHOP
AGENDA ITEM SUMMARY

TOPIC: Transit Funding

KEY POINTS (Issues, Cost, Change in Policy):

Consider short term and long term options for funding the transit system.

OPTIONS:

Short Term Options
1 Property Tax
2 Auto Tax

Long Term Options (require legislative approval):
1 Local option sales tax - BIG TICKET ITEM - 1% per capita raises $16 mil to $59 mil
2. Land transfer tax
3. Gas tax
4. Sales tax on services
5. Increase auto license tax
6 Local option payroll tax

COUNCIL DECISION OR DIRECTION REQUESTED:

Decide on process for implementing "Vision" transit system and funding recommendations

ATTACHMENTS:

Workpaper on Transit FY94-95 Budget
-Cost Projections: Current system and vision system
-Funding deficit
-Short term funding options
-Long term funding options
-Material sent to Council Transportation Committee

TRANSIT OPTIONS
FY94 - FY95 BUDGET

PURPOSE:

To decide on a process to implement the transit system Vision, as discussed during the Council retreat.

To recommend funding sources for the system.

EXPENDITURE AND REVENUE PROJECTIONS:

Current System

	FY94	FY95	. . . FY98
Expenses	$22.0 mil.	$24.0 mil	$29.5 mil
Revenue	19.1 mil.	19.3 mil.	19.9 mil
Deficit	($2.9 mil.)	($4.7 mil.)	($9.6 mil.)

Expanded System

Expenses	$23.0 mil.	$26.5 mil.	$32.3 mil.
Revenue	19.3 mil.	19.8 mil.	20 4 mil
Deficit	($3.7 mil.)	($6.7 mil.)	($11.9 mil.)

- Expansions represent immediate, first steps toward Vision.
- Enhanced Express, local service, FY94.
- Commuter, Dial-A-Ride, Shuttle, FY95

REVENUE OPTIONS: Short-Term (local control)

- ***Auto Tax***

  $5 of the $25 vehicle license fee remains in the General Fund.
  FY93 revenue is $1.4 million.

- ***Property Tax***

  1¢ on the property tax = $2.5 million.

REVENUE OPTIONS: Long-term (requires legislative approval)

Note: Most of the following information is updated from the July 11, 1986 Final Report of the Joint City-County Citizens' Revenue Committee, "Evaluation of Additional Revenue Sources for Charlotte/Mecklenburg".

- ***Local Option Gas Tax***

  Summary Description: This proposed new tax would be superimposed on the State's gas tax and administered by the State, but returned to Charlotte/Mecklenburg based on point-of-collection.

  Comparative Strengths:
  - Economy of Collection
  - Equitability
  - Economic Development Competitiveness

  Comparative Weaknesses:
  - Legislative Feasibility
  - Not a Growth Revenue

  Revenue Estimate:

  - $2.0 - $2.5 million
  - Estimate based on 1¢ per gallon usage in Mecklenburg County.

- ***Increase Vehicle License Fee***

Summary Description: This proposed revenue would increase the existing $25.00 per vehicle rate.

Comparative Strengths:
- Economy of Collection

Comparative Weaknesses:
- Volume of Revenues
- Legislative Feasibility

Revenue Estimate:

- Every $5 increase in the vehicle license fee would produce approximately $1.4 million in new revenue.

- ***Local Option Sales Tax***

Description: This revenue is based on a percentage levy on all retail sales for "goods" but does not include a levy on services.

Comparative Strengths:
- Economy of Collections
- Economic Development Competitiveness

Comparative Weaknesses:
- Local Acceptance
- Legislative Feasibility

Revenue Estimate:

City	+1% =	$21,377,186	Point of
County	+1% =	$37,747,657	Collection

		$59,124,843	
		** OR **	
City	+½¢ =	$ 5,700,000	Per Capita
County	+½¢ =	$10,350,000	Distribution

		$16,050,000	

- ***Local Option Payroll Tax***

  Description: Levy a 1% tax on payrolls in Mecklenburg County.

  Background: 361,532 people worked in Mecklenburg County in 1990; of these, 100,000 lived in counties outside of Mecklenburg.

  Revenue Estimate: Total payroll was $9.4 billion in 1992 which would produce $94 million in revenue (if no exemptions are allowed).

- ***Real Estate Transfer Tax***

  Summary Description: This proposed new tax would be levied against conveyances in interest in real property including the value of any liens or encumbrances existing on the property at the time of sale/transfer.

  Comparative Strengths:
  - Economy of Collection

  Comparative Weaknesses:
  - Equitability
  - Economic Development Competitiveness
  - Legislative Feasibility
  - Local Acceptance

  Revenue Estimate:

  - Total sales in Mecklenburg County in FY92 = $1.0 billion
  - 1% transfer tax = $10,437,520

- ***Parking Space Tax***

  Charlotte Uptown Development Corporation estimates that there are 34,000 parking spaces uptown. A tax rate of $1 per space per month would yield $408,000 in revenue.

  Charlotte Department of Transportation estimates that there are 400,000 non-residential parking spaces in Mecklenburg County. Using the same tax rate as for uptown would produce $4.8 million per year.

- ***Rental Car Tax***

Background·

The 1991 Legislative Study Committee on Public Transportation recommended that three new sources of revenue be considered to support public transportation the parking space tax; motor vehicle tax; and rental car surtax. A bill passed the House which would have authorized counties that are the organizers of a regional transportation authority to levy a privilege tax up to 5% on gross receipts of short term leases for passenger vehicles and motorcycles. This bill was defeated in the Senate.

According to Ellis Hankins of the League of Municipalities, the State is interested in the rental car tax as a new State revenue Mr. Hankins was not optimistic about municipalities receiving approval for either the parking space tax or the rental car tax.

Revenue Estimate:

Gross receipts of several large rental companies, including Airport car rentals (1988) = $42,868,761*

*1% Tax on Gross Receipts = $428,687

Prepared by:

Budget and Evaluation
January 29, 1993

CHARLOTTE

Budget and Evaluation Department

Report

PUBLIC TRANSPORTATION FUNDING SOURCES

Charlotte Department of Transportation had the results of a survey of the funding sources of 112 different transit systems in the USA and Canada. The survey was conducted in 1987 by the American Public Transit Association Below is a summary of the survey information. The number in parenthesis represent the number of transit systems out of the 112 in the survey which reported the indicated revenue source.

- 69 of 112 systems received operating support from their states

- Most common sources of state support were:

  - General Fund (27)
  - Gas Tax (23)
  - Sales Tax (20)

- Other State Support came from:

  - Income Tax (7)
  - Auto Sales Tax (8)
  - Property Transfer Tax (2)
  - Lottery/Casino Revenue (4)
  - Vehicle Weight or License Fee (7)

- There were 14 methods of financing transit systems which the local jurisdictions used (some were county or regional systems)

- The most common sources of local support were:

  - Property Tax (38)
  - Sales Tax (37)
  - General Fund (29)
  - Gas Tax (12)

- Other local support came from:

  - Income/Payroll Tax (8)
  - Property Transfer Tax (4)
  - Business Tax (4)
  - Long Lines (Utility Franchise Fees) (4)
  - Business Gross Receipts (2)
  - Auto Sales Tax (2)
  - Utility Tax (2)
  - Lottery (1)
  - Auto License Fees (1)
  - Motor Vehicle Weight Tax (1)

CDOT also had an August 1991 Report on State Transit Initiatives which was produced by American Public Transit Association (APTA) State Affairs Committee The relevant highlights include:

- Arkansas enacted a 1 cent per pack tax on cigarettes with a portion of the revenue dedicated to transportation for the elderly.

- California enacted additional gas tax (total increase of 9 cents over 4 years) and increased truck weight fees, all dedicated to transit and transportation projects

- Florida enacted a 4 cent per gallon increase in the gas tax to fund transit programs including operating assistance to bus transit systems.

- Illinois passed a 6 cent increase in the gas tax over a two year period to increase funding for mass transit projects, increase bonding capacity for regional transit authority and "Operation Greenlight" - a new program to help address urban and suburban congestion.

- Iowa approved an increase in the city transit levy limit, from $.54 per $1000 of assessed valuation (or $.054 per $100) to $.95 per $1000 (or $.095 per $100) of assessed value.

- Louisiana established a Transportation Trust Fund to support infrastructure improvements over the next decade. The support will come from a 4 cent per gallon increase in the state gas tax.

- North Carolina legislature approved the first regional transit authority (Raleigh-Durham-Chapel Hill) to be funded by a $1-$5 auto license fee (Charlotte currently has a $25 per auto license fee, of which $20 is dedicated to Transit)

- Oklahoma approved the establishment of a Public Transit Revolving Fund, to be used for operating or capital expenses. It was funded by an appropriation of $500,000.

- Oregon approved five bills to raise funds for transportation purposes: increased the gas tax by 2 cents per gallon; raised automobile registration fee from $10 to $15 per year; increased weight per mile road use taxes for trucks; raised cigarette tax by 1 cent per pack, enacted a video lottery bill.

- Washington (State) approved a 5 cent gas tax increase and a commercial parking tax on all parking for which a fee is paid. "The Parking Tax is flexible and will be structured according to land use type, area or time of day, among other factors, and the City or County may require that the tax be paid by the owner of the motor vehicle "

  Washington also gave counties and transit district a local option taxing authority for high occupancy vehicle and high capacity transit development. The "HOV" portion of the bill gives counties the authority to place before the voters either an employer tax of $2 per month per employee or a local motor vehicle excise tax of 0.3% Employers can receive credits if they subsidize the cost of bus passes for employees or take other actions to discourage single occupant vehicle commuting.

PROFILE OF CHARLOTTE TRANSIT RIDER
(Data from 1989 and 1980 Passenger Surveys)

AGE

- Over 60 percent of local riders are between 16 and 34 years old.
- The age distribution changes with express ridership. Over 75 percent of the passengers are between the ages of 25 and 49.

SEX

- Over 65 percent of Charlotte Transit passengers are female, slightly greater than the 1980 figure of 63 percent. This compares to a Countywide female population percentage of 53 percent according to the 1990 Census

EMPLOYMENT

- Full and part-time employed persons represent 80 percent of weekday ridership, about 10 percent higher than the 1980 figure of 70 percent.

POSSESSION OF A DRIVER'S LICENSE

- About half of the users of Charlotte Transit local routes do not have a driver's license. This is slightly greater than the 1980 figure of 44 percent.
- About 96 percent of Charlotte Transit express passengers have a driver's license.

AUTO AVAILABILITY

- On Charlotte Transit local routes, approximately 75 percent of riders do not have a car available for their trip. This figure is unchanged from the 1980 survey.
- On express routes, only 15 percent of transit users do not have a car for their trip. This clearly suggests that express riders choose the bus rather than use an available car.

TRIP PURPOSE

- Almost 80 percent of peak-period transit trips are work trips, either beginning or ending at the rider's home. This is up from the 1980 figure of 67 percent.
- Over 70 percent of Charlotte Transit passengers who use the system at night are traveling between home and work. This is almost double the 1980 figure of 37 percent.

PROFILE OF CHARLOTTE TRANSIT RIDER
(Data from 1989 and 1980 Passenger Surveys)
Page Two

- Non-work, home-based trips represent over 50 percent of midday transit travel, slightly lower than the 1980 figure of 56 percent.

FREQUENCY OF USE

- Approximately 73 percent of Charlotte Transit local passengers use the system 5 of more days per week (unchanged from 1980).

- Almost 85 percent of express riders use Charlotte Transit every weekday.

REASONS TO USE THE BUS

- The top 3 reasons why local passengers ride Charlotte Transit:

  1) I don't drive
  2) Family does not have a car
  3) Bus is convenient

- The top 3 reasons why express passengers use the bus:

  1) Avoid traffic congestion
  2) Bus is economical
  3) Bus is convenient

INCOME

- In 1989, the median annual household income of local passengers was $14,000. About a third of the local passengers reported a household income under $10,000.

- In 1989, the median annual household income of express riders was over $41,000. Approximately one third of the express users indicated a yearly household income over $50,000.

DAILY RIDERSHIP AND SERVICE HOURS

- Local 39,725 passengers (96 percent), 1112 hours (90 percent)

- Express 1,600 passengers (4 percent), 125 hours (10 percent)

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COUNCIL WORKSHOP
AGENDA ITEM SUMMARY

TOPIC: Regional Representation on the Airport Advisory Committee

KEY POINTS (Issues, Cost, Change in Policy):

Mayor Vinroot asked that Council discuss this because.
1 Their is a need to involve regional representatives on the Airport Committee since the region is dependent on our airports continued growth,
2 This step would have a positive impact upon future relationships with surrounding towns and counties.

OPTIONS:

Mayor Vinroot suggests that each Congressman (5) in the area appoint one person from their district to serve on the Airport Advisory Committee

COUNCIL DECISION OR DIRECTION REQUESTED:

Mayor Vinroot has asked that City Council discuss this proposal

ATTACHMENTS:

1 Minutes from the December 8, 1992 Airport Advisory Committee Meeting
2 Mayor Vinroot's letter to City Council of December 21,1992

CHARLOTTE/DOUGLAS INTERNATIONAL AIRPORT

AIRPORT ADVISORY COMMITTEE

December 8, 1992

MEMBERS PRESENT:
Stanford R. Brookshire, Jr.
Harold B. Carter
Sue Friday
Earl L. Gulledge
Philip E. Halton
Dr. Henry Nicholson, Jr.
Marvin B. Smith
Herbert Spaugh, Jr.

STAFF PRESENT:
T J. Orr
Steve Allen
Kim Metz
Candy Susco

Bob Bryan, Chamber Aviation Comm.
U.S. Customs Office
John Babb, District Director
John Quealey, Assistant Director

ABSENT:
Laura McClettie

1. Approval of Minutes

Minutes of the November 3, 1992 meeting were approved as mailed.

2. Off-Airport Operator Fees

Marvin Smith moved that this item be pulled from the agenda; motion second by Earl Gulledge and carried unanimously. Chairperson Friday stated a lawyer representing one of the off-airport operators met with a committee member and made the comment that he had certain votes on City Council and named those councilmembers. She will request direction from City Council.

3. Historic Subcommittee Recommendations

Harold Carter reported on the work of his subcommittee in coordination with the Carolinas Historic Aviation Commission (CHAC). They have 3 recommendations: 1) Use the CHAC as a curator to obtain and display historical information in airport, 2) Historic Subcommittee and Airport staff to control quality of and placement of displays, 3) Establish appropriate means of recognizing Joe Cannon, Johnny Cunningham and others to be funded by trust funds established by them for the furtherance of aviation Motion made by Mr. Carter to move forward with 3 recommendations; seconded by Stan Brookshire and carried unanimously.

4. Business Agenda

1. Recommend adoption of ordinance to amend Chapter 4, Article IV of the City Code, entitled Airport Charitable Solicitation Control. This would prohibit soliciting within terminal building and soliciting would only be allowed on sidewalk outside building. Motion made by Mr. Carter to recommend approval to City Council; motion seconded by Mr. Spaugh and carried unanimously.

2. Recommend adoption of ordinance appropriating $12,049,500 from Airport Pre-DBO Fund Balance (7407) to advance funds for the acquisition of Church of God, East Coast Bible College through the Airport's FAR Part 150 Noise Compatibility Program, and approve resolution of official intent to reimburse these capital costs with the proceeds of debt and future Federal funding. Motion made by Mr. Spaugh to recommend approval to City Council; seconded by Mr. Halton and unanimously carried.

3. Recommend approval of contract in amount of $99,107 to low bidder, Timmerman Builders for Airport Vehicle Maintenance Fueling System. Motion made by Mr. Brookshire to recommend approval to City Council; seconded by Mr. Carter and unanimously carried.

4. Award contract in the amount of $140,000 for architectural services for upfitting and remodeling office level of passenger terminal to Gantt-Huberman Architects. Mr. Carter moved recommending approval to City Council; motion seconded by Mr. Halton and carried unanimously.

5. Regionalism - Mayor Richard Vinroot

Chairperson Friday reviewed the Committee's objective to establish Charlotte/Douglas International Airport as a regional facility with one of the strategies being to host a Regional Aviation Forum . She introduced Charlotte Mayor Vinroot who complimented Airport administration and the Committee for the marked improvements between the Airport and community at large. He feels the airport is the most important thing this community has in terms of its future and economic development. Mayor Vinroot believes that we are no longer the City of Charlotte - that we are, in fact a region of at least 6 or 7 counties, covering 2 states and probably 13 counties of people who depend on the airport. We truly are a region - an economic being. Charlotte is a city of 424,000-430,000 people but is in an economic region of more than 1-1.5 million people at this point. The airport is to most all of those people the most important economic reason for our economic success.

Regionalism is a subject whose time has come. People from beyond the City of Charlotte should be invited to serve on the Airport Advisory Committee. For this reason some 10-11 months ago Mayor Vinroot wrote a letter to then Chairman Oakley suggesting that expansion of the committee should be considered and asked for the committee's reaction. A consideration would be to ask each of the 5 Congressmen from region (2 within Charlotte (McMillan and Watt), one from South Carolina (Spratt), 2 in North Carolina (Ballenger and Hefner) to within certain specifications appoint one representative to the advisory committee from within their Congressional jurisdiction and make sure that person comes from within what we consider to be our economic region. To address the issue of watering down the neighborhood representation on the Committee, Mayor Vinroot favored increasing the neighborhood (Westside) allocation on the expanded committee. The point to be made is that it is a much fairer recognition of who ought to be concerned about the future of the airport than simply the City of Charlotte and folks who are here now. Also it sends a tremendously positive message to our region about our feeling toward them. It doesn't really cost us anything. We obviously have built the airport, are paying for it and run the risks of it not being paid for. We didn't ask the region to pay for it although if

you build a new airport in the future, I think it ought to be a regional facility - paid for by the region. Mayor Vinroot respects the Committee's concern about expansion. His only motivation is only that he feels it would be good for us and our relationship and it truly reflects who should be concerned about the future of the airport.

Chairperson Friday called on members for their questions and comments. Concern was expressed about the distance away from Charlotte a person might be appointed and Mayor Vinroot suggested as a guideline Gastonia on the west, Rock Hill on the south, Monroe on the east, Concord-Kannapolis on the northeast and Mooresville on the north. Mayor Vinroot feels this has the potential to counteract the concept of "Great State of Mecklenburg". He feels more legislators should be more concerned about what happens in Charlotte because their constituents work here everyday. If we really talk about who ought to represent us in Raleigh it ought to be folks from these 12-13 surrounding counties and incidentally these counties includes 1/3 of our General Assembly by number. So if we really truly get the kind of support from those communities that their constituents deserve, they ought to be concerned about traffic and crime, etc. just as they are taking advantage of the good things.

He noted he had mentioned this idea to several Mayors and when he has they were most receptive.

Mr. Brookshire was very supportive of the Mayor's efforts towards regionalism and he feels we have everything to gain and nothing to lose in opening up the Charlotte region. Mr. Gulledge asked if Council supports this idea and Council suggested the Mayor get the Advisory Committee's thoughts first. Mr. Gulledge asked as far as the type of expansion goes did he have anything specific he would recommend. The Mayor responded nothing specific but it occurred to him that there are 9 members now, if this suggestion were adopted and membership goes to 14, obviously Charlotte would still be 2/3 of the whole. He stressed he is open to suggestions. Mr. Carter noted with the potential of the addition of a fourth runway certainly westside residents are going to be more affected he is concerned how this would be addressed by folk who were not even from the city; would they have the same empathy. Mayor Vinroot agreed there should be a balance but ultimately the final protection right now is really the City of Charlotte weighing the Advisory Committee's advice and City Council will make decisions depending upon that advice. He is cognizant of this concern and he does not feel the need for total protection against somebody else's ideas. He intends to say to the Congressman who will appoint these people that they are expected to appoint only those who will respect the rights of those living in the community.

Mr. Halton asked the Mayor's thoughts regarding non-voting regional members and the Mayor feels negatively on this in that the implication is those new members don't deserve to vote yet but we will see how you do first. He feels you must practice what you preach and we really mean we are sincere enough to allow these regional members to be involved with planning and growth and development of the facility.

Dr. Nicholson supports regionalism but is concerned about the mechanisms to get this done and they should be studied very carefully. Chairperson Friday

stated there is no doubt the committee supports regionalism and we feel we have much more than a regional airport - a national airport. She asked if the Mayor has heard of any specific problem from the region that is not being addressed which the committee could address. Mayor Vinroot stated this is not a reaction to a demand or concern. She asked if they would be receptive to an interchange of members on their airport boards. Mayor stated he had not given thought to this but would consider it. Chairperson Friday stated there is consensus that regionalism is very important and is one of the committee's objectives. The question is how do you address it. Committee members attend numerous extra meetings, sub-committee meetings, Council meetings and regionally it would be a lot of travel for someone. The matter needs much thought and she is concerned that the people who would be appointed would not be truly concerned about what is going on in Charlotte and most of the things the committee deals with have to do with Charlotte. At the same time they do want to address regionalism because it is important and appreciate the fact that the Mayor has brought it up as such. She suggests reviewing the letter returned to Mayor Vinroot along with his proposals and place it on a future agenda for further discussion. She requested that Mayor get some idea from Council as to their feelings on this since ultimately they make the decision.

Councilmember Scarborough stated Council definitely supports regionalism and feels what the Mayor is doing is right and feels Council should look at the issue as a whole and hopes the committee will let Council know their feelings about additional members because it will impact the community and people in her district would be impacted more than anybody. She suggests sending copy of the previous letter to all Councilmembers.

6. Airport Advisory Committee Communications with Mayor and City Council

Chairperson Friday asked how the committee might improve communications with Mayor and Council. Councilmember Scarborough commented that particularly in the last 3 years they have been receiving more information from the group, especially the annual report. It has been very helpful and she feels the committee is doing an excellent job of communicating. Mayor Vinroot echoed these thoughts. Chairperson Friday stated this is a concern and the committee wants to make sure they are fulfilling their purpose in advising Mayor and Council. She thanked both Mayor Vinroot and Councilmember Scarborough for their attendance and contributions to the meeting.

7. Customs Report from Chamber Aviation Committee

Following up on another of the committee's objectives on international service related to customs, immigration and agriculture. Chairperson Friday introduced Robert M. Bryan, Attorney with Robinson, Bradshaw, Hinson, P.A., who serves on the Chamber's Aviation/Governmental Affairs Committee and chairs the task force for customs and immigration. Mr. Bryan has been working on the problems in this area and provided an in-depth report. A copy of his report is attached and made a part of these minutes.

John Babb and John Quealey, local Customs officials, were present and Mr. Babb commented that they feel very good about their service at Charlotte. They capitalize on the fact that they perceive the majority of citizens are innocent and only a small cadre of people that they need to be concerned

about. He feels Charlotte does not suffer the delays of other airports simply because of the volume at this time. Customs attempts to close all flights out within 45 minutes of the first passenger arriving in the room.

Chairperson Friday appointed Phil Halton to be the committee's liaison with this group. A site visit to Customs, Immigration and Agriculture Inspection areas will be scheduled for a future meeting. Chair reviewed the committee's objective covering this and asked what the committee can do to assist. Mr. Bryan responded that as far as Customs is concerned there is nothing that needs to be done; however, with respect to immigration legislation needs to be passed and additional staffing is needed. As far as agriculture is concerned there needs to be found some way to develop a relationship with agriculture people to encourage them to do the inspections in a way that reflects better on the airport and industry. Jack Savage of Agriculture office will be invited to next meeting to discuss the issue.

Chairperson recommended developing a method of assuring information is getting out about the seriousness of the inspections process and suggests staff give this some thought and report back to the committee.

8. Noise Abatement Subcommittee

Mr. Carter reported on their meeting held with the FAA and staff which focused on reviewing and understanding data primarily from an investigation of the lower Steele Creek area. He feels the noise problems alluded to were not supported by the facts. The approach to noise abatement truly is noise management We should take a proactive approach since it is the biggest public problem we have. Staff will begin developing a video and brochures about noise which could be presented to the community.

9. USAir/British Airways Update

Mr. Orr reported the situation remains the same at this date; the issue is being discussed at unprecedented high levels in both governments; he feels a decision will be made before Christmas. It was noted that during the strike traffic was down only 10% during the month of October and overall passenger traffic is still up year-to-date. Chairperson requested a monthly report on the status of the hub indicating any changes in traffic levels as an agenda item.

10. Host Marketing Analysis

Mr. Orr noted the objectives of the analysis were to determine appeal of merchandise concepts among airport visitors and food and beverage concepts. The conclusion was that the most likely successful operations in Charlotte would be a giftshop/newsstand, bookstore/coffee shop, bookstore/card shop and one stop shop. A copy of the report will be mailed to committee members. Marriott/Host architects are working on concepts and how spaces could be developed in the food court and concessions area. They will be reporting back in January and will make a presentation on these concepts to the committee and Council.

11. Neighborhood Task Force

Chairperson Friday stated the NTF passed two resolutions at their last meeting - one supporting the Part 150 Program of which there has been some recent criticism; the second resolution commended airport management in view of recent publicity. These will be discussed further at the January meeting.

The Home Buyout Program goal line is continuing to accelerate; everyone in Phase III has been included in the program and letters for Phase IV are going out shortly. We have already received some Phase IV hardship cases. The Church of God acquisition will not affect the program in any way. Stage III percentage continues to improve. Noise complaints are decreasing.

Mr. Orr noted a meeting at Olympic which he planned to attend on the roadway and bridge crossing the river and he will report on this at the next meeting.

T. J. Orr, Aviation Director

Copies to: Mayor and City Council
O. W. White, City Manager
Del Borgsdorf, Assistant City Manager
Brenda Freeze, City Clerk
George Battle, Chairman, School Board
Jan Richards, School Board
Charlotte-Mecklenburg School - Administration
Bob Morgan, Charlotte Chamber
Ben Horack, Chamber Aviation Committee
M. Schuster, UNCC Library

M E M O R A N D U M

DATE: December 21, 1992

TO: City Councilmembers

FROM: Mayor Richard Vinroot

RE: Expansion of the Airport Advisory Committee/ Regionalism

Early this year (by my recollection, in our retreat), I mentioned to you my proposal to expand our Airport Advisory Committee to include regional representatives from outside Charlotte. Specifically, I suggested that we ask each Congressman in our region (of which there are now five: Ballenger, Hefner, McMillan, Spratt, and Watt) to appoint one person from his district to serve on the Committee, thus increasing its size from 9 to 14 (alternatively, we could reduce the number and rotate the appointments, but that's the concept in summary).

My thinking about this is fairly simple: The airport is of great regional importance, thus I believe we should invite regional representatives, equally dependent upon it, to advise us concerning its future. Moreover, it would send a powerful message to the region that we're willing to put our "regional" preaching into practice for their benefit, just as we will be asking them to help us in the future (to build a light rail system, extend bus services, etc.). Based on casual conversations with political leaders and citizens throughout the region about this idea during the past year, I believe this small gesture on our part would have a dramatic impact upon our future relationships with surrounding towns, cities, and counties.

As I recall, your reaction was to suggest that I first discuss the idea with the Airport Advisory Committee. I have through correspondence and recently by addressing their meeting in person. Their response was ambivalent. Before my visit they advised me that they were "fairly evenly divided" on the subject (between those who thought it important to "broaden the Committee's thinking on how to improve the airport and air service for the region" and others who feared "representation from other communities would have less sensitivity to certain local issues"), and I certainly understand and respect both points of view. When I met with them, they more or less repeated these arguments, and

Accordingly, I wish to place this on a future agenda for discussion, and I hope for a favorable decision on some form of expansion. If you have any thoughts or ideas about how we might do this and serve the competing "local" and "regional" concerns, please give me a call in the interim and let's discuss it.

Thanks for your consideration, I think this can be a very important "first step" in the implementation of our regional goals.

mds

City Council Workshop 2-1-93

Mayor Vinroot ✓
Campbell ✓
Close Feiter ✓
Hammond ✓
McCray ✓
Majeed ✓
Martin ✓
Morgan
Patterson ✓
Reid ✓
Scarborough ✓
Wheeler ✓

5:20

Vinroot
White #1 CIP - Council wanted to get into it early - May have to put off some capital projects to do what you want -
Alexander - Budget Briefing #2 -
Martin - assumptions about this document -
Alexander - assumed things as they are - no tax increase

Clodfelter - on page 2 -
City within a City - not rehab

Alexander
~~[illegible]~~ Clodfelter
White
Alexander - Debt model has been

Patterson - Why do we do Pay-as-you-
Go instead of more debt?
Alexander
Scarborough
Patterson
Scarborough
Alexander - Book will be referred
to Public Works Comm.
McCrory
Alexander
McCrory
White
Vinroot
Patterson
Vinroot
McCrory

Vinroot -
Patterson
Wheeler
Reid - Have we stopped spending money on football land?
White
Richard Martin
Alexander
Reid
Boyd Caudle
Reid
Boyd Caudle
Reid
Caudle
Vinroot
Patterson
Caudle
Martin
Reid -
Scarborough
McCrory
Alexander
McCrory
Alexander

McCrory	
Alexander	
Hammond	
McCrory	
Hammond	
Patterson - Disc. Place doesn't need to be	
Scarborough	in a hurry for the
Patterson	pkg. Deck.
Clodfelter	
White	
Clodfelter	
White	
Vinroot - Letter from Chamber -	
2/11 - Legislature meeting -	
The Chamber has asked the	
City to donate $3,000 to that	
visit	
Wheeler - What is the contingency	
fund balance	
Alex	
Wheeler / Hammond Appr. - Unan.	
Alexander	
Vinroot	

Dinner 5:45

Reconvene 5:55

Winroot

Caudle - Transit

Winroot

Caudle

Patterson System

Caudle - Expanded Deficit as is

#11.9 mil

Patterson

Caudle - Right now - 5 year costs

figured only

Clodfelter - Breakdown

Caudle

Clodfelter

Presley

Clodfelter

Patterson

Presley

Patterson

Presley

Clodfelter

Presley

Scarborough
Presley
Scarborough
Presley
McCrory
Presley
McCrory
Presley
Scarborough
Presley
Majeed
Presley
Patterson
Presley - We try to give a route
at least a year before we cut
Patterson
Presley
Scarborough
Presley
Scarborough
Presley
Scarborough
Dixon
Reid
Patterson

Pressley
Reid
Pressley
Reid - What are our results on the articulated buses
Pressley
Reid
White
Vinroot
~~[illegible]~~ Majeed
Pressley
Majeed
Pressley - used to have an experimental fund, but don't have money now.
Majeed
White
Majeed
White
Vinroot
McCrory - 1- Decrease amount of traffic 2- assist people who cannot afford cars - Tape 1 Side 2
6:15 p.m.
Pressley
McCrory

Pressley

Vinroot

Patterson

Martin

Pressley

Martin

Patterson

Martin

Campbell

Vinroot - Revenue Options

Caudle

Patterson

Nancy Elliott

Clodfelter

Nancy Elliott

Caudle

Patterson

Caudle

Clodfelter - Point of collection sales tax -

Patterson

Caudle

Clodfelter - Allocate to support regional transportation also.

Vinroot

Wheeler - excluding food + medicine
Clodfelter
Wheeler
Majeed
Vinroot
Reid - More reasonable question - should we do this? Doesn't seem to be the most important thing to citizens of Charlotte.
Vinroot - We voted to talk about it.
Reid
Vinroot
Clodfelter - Base level funding or on source
Caudle - Deficit this year w/no expansion - $2.9 mil - With vision $3.7 mill deficit - Some may be easier than others
McCrory
Patterson
Caudle
Clodfelter
Caudle - Land Transfer Tax - DOA
McCrory
Caudle - This is Boyd C's opinion

Gas Tax - funds highways throughout state - new idea - statewide Levy 1¢ at pumps - maybe 1¢ to 5¢ at gallon to be dedicated to transit - 5¢ would result in $10 mil to $15 mil.

Patterson -

Caulk -

Patterson

Hammond

Vinroot - Ion Mangum

Clodfelter

Caulk

Clodfelter

Caulk -

Vinroot

Caulk -

Vinroot

Caulk - Sales tax on services -

no

Bob Vinroot

Patterson

Clodfelter

Nancy Elliott

Clodfelter
Campbell
Patterson
Clodfelter
Vinroot
Clodfelter - updated info
Cauble - Auto License Tax
Vinroot -
Cauble - Local Option Payroll Tax
Vinroot - bad idea + say why -
would deter businesses coming in.
Patterson
Clodfelter
Vinroot
Clodfelter
Nancy Elliott
Patterson
Campbell
Majeed
Campbell
Reid - Vehicle License Tax
Wheeler
Vinroot
Wheeler

Hammond
Nancy Elliott
Hammond
Elliott
Patterson
Hammond
Cloakfelter
Campbell
Cloakfelter
Campbell
Unruh
Martin
Tape 2, Side 1
Use Payroll - Statewide Bill
Wheeler - upstream parking tax
Campbell
Majeed
McCrory - Parking across region; not just upstream
Caudle
McCrory
Caudle - hard to get anything at this late date.
McCrory
Patterson - Can't go to legislature w/o business community.

Reid
Patterson
White - Whatever approach -

Clodfelter - Don't back a single horse. Endorse the league position. 1-
2ND- Parking space tax

Scarborough - (1) Council should be unanimous (2)

Hammond
Vinroot -
White
Reid
Vinroot
Reid
Vinroot
White
Hammond
White
McCrory
Reid
Martin

White

Martin

McCrory

Elliott

White

Scarborough

Wheeler

Vinroot #3 Airport Adv. Comm.
Regional Reps.

Patterson - Need to keep balance

Vinroot

Clodfelter -

Hammond

Scarborough

Scarborough

Vinroot

Reid

Vinroot - NO - COST DECISION -

Martin - Cost is going to be of dilluting
the board

Vinroot

Majeed

Vinroot

Wheeler

Majeed

Clodfelter/Wheeler ask our Airport Advisory Comm. to undertake the task of developing some forums for opportunities for dialogue on a regional basis to educate and inform and invite comments in an appropriate manner from regional interests in the airport. Ask them to develop something. Unan.

Patterson - Put on our agenda next week

Reid

Patterson

Vanroot

Wheeler / Clodfelter

Exec. Session

Unan.

McCrory -

Vanroot

Clodfelter / Patterson

adjourn

7:45 p.m.